(c) No, Sir. This would not be necessary as the throw forwards in doubling projects is such that all the ongoing doubling works would be completed in 5-6 years.

(d) The target dates have not yet been fixed for the above peojects.

Passenger Traffic between Cuddapah-Chittoor and other parts of the country

2294. SHRI C. RAMACHANDRAIAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether any survey of the passenger traffic potential between the Cuddapah, Chittoor districts and other parts of the country has been conducted;

(b) whether it is a fact that this area is not sufficiently served by Railways;

(c) whether any new trains are planned by the South Central Railway in the next financial year; and

(d) if so, the details of proposals in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) and (b) No, Sir.

(c) and (d) Introduction of additional trains in these areas and on South Central Railways is a continuous process on Indian Railways, subject to operational feasibility, resource availability and traffic justification.

Proposal for Ahmednagar-Pune-Nashik new Rail Line

2295. SHRI GOVINDRAO ADIK: Will the Minster of RAILWAYS be pleased to state:

(a) whether Government have received a proposal for Ahmednagar-Pune-Nashik rail line from the Maharashtra Government;

(b) if so, the details thereof;

(c) the details of action taken thereon, present status of the project/proposal; and

(d) the details of on-going surveys for new rail lines in Maharashtra approved during the current year and the present status thereof, alongwith allocation of funds made therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) to (c) No, Sir. However, a survey for Pune-Nashik new rail line is presently in progress and the survey is likely to be completed during 1999-2000. Further consideration of the project will be possible once the results of the survey become available.

(d) Survey for a new line from Dahanu Road to Nashik Road has been sanctiond during the current year at a cost of Rs. 5.63 lakhs. The survey will be taken up shortly. Funds as required in the current year will be provided by re-appropriation.

Construction of an Under-bridge at LC No. 36 in Gujarat

2296. SHRI BRAHMAKUMAR BHATT: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the proposal for construction of an under-bridge at LC No. 36 in Gujarat was sent to Government;

(b) if so, the action taken by Government thereon;

(c) whehter work on the bridge construction has been started; and

(d) if so, by when it would be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) No, Sir. No formal proposal has been received from the State Government/Road Authority till now, as required under extant rules.

(b) to (d) Do not arise.

Assistance to Prevent Derailments

2297. SHRI YERRA NARAYANASWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have sought any outside assistance to prevent rail derailments;

(b) whether it is a fact that frequent accidents are causing uncertainly about rail travel;

(c) whether the Railways are not making a concerted effort to reduce accidents; and

(d) the steps proposed to make better efforts to reduce accidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) No direct assistance of any outside agencies has been sought to prevent rail accidents. However, in case of major accidents, inquiries are being conducted by Commissioner of Railway Safety under Ministry of Civil Aviation. In some accident cases judicial enquiry is also being conducted. The recommendation made by these Committees are considered for improvement in system to prevent rail derailments.

(b) No, Sir. Number of accidents has come down progressively over the years in this decade barring 1997-98 when there was a slight increase in number of accidents.

(c) and (d) No, Sir. Railways have according the highest priority for the safety of passengers and taken precautionary safety measures to avert rail accidents. Steps taken to bring down the incidence of train accidents on Indian Railways are as under:—

(i) The work of track circuiting has been accelerated on the trunk routes and other important main lines.

(ii) Modification of the Signalling circuitry is being carried out to minimise chances of human error in causing accidents.

(iii) Auxiliary Warning System for giving advance warning about 'Signal at danger' to the driver of the running train has been commissioned on Mumbai suburban sections.

(iv) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance.

(v) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being progressively used.

(vi) Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.

(vii) To prevent cases of cold breakage of axles, maintenance depots have been equipped with ultrasonic testing equipment for detection of flaws in the axles.

(viii) Whistle boards/speed breakers and road signs have been provided at unmaned level crossing and visibility for drivers has been improved.